

THE RISE IN SILVER.

TOKIO, February 21st.
Although foreign merchants in Yokohama appear to believe that the recent rise in the value of silver is due to purchases made by the Japanese Government, the Yokohama Specie Bank says the explanation of the rise is to be found in the fact that much silver is being sent to India from England just now on account of the scarcity of money in circulation there, which has raised the rate of interest.

THE EDGAR RELIEF FUND.

THE EDGAR RELIEF FUND IN ACCOUNT WITH THE HONORARY TREASURER.

By total contributions as published \$1,187.50
Interest on account with H. & S. B. Corporation 3.29

\$1,190.79

To cost of draft favouring the London & South Western Bank, Exchange Road Branch, 1/2 "Edgar" Relief Fund \$1190.39
Cost of stamp 50

\$1,190.89

Hongkong, 2nd March, 1896.

F. F. RAPER.
Hon. Treasurer.
We certify the above to be correct.
(Signed) ST. AIDAN BAXTER.
R. T. WRIGHT.

In connection with the above statement of account Mr. Raper desires to express his thanks to the contributors to the Fund and to the proprietors of the three local papers for their kindness in publishing the statement from time to time, and for the generous support given to the proposal at the outset.

LOCAL AND GENERAL.

A DANCE, attended by the officers of the *Archer* and *III*, was given at the Shamen (Canton) on Friday night last, and was a thorough success.

SHORT telegrams to Japanese papers dated the 25th February state that matters in Korea are quieting down somewhat.

THE editor of the *Kokumin*, has been sentenced to six weeks hard labour and a fine of yen 10 for stating that the verdict of the Court in the Seoul disturbance case credited the defendants with saying things they did not say.

THE *China Gazette* thinks the return of Admiral (Governor-General) Katsuyama to Tokio at the present juncture is full of significance, on account of the high position which the Admiral occupies in Japan as a naval authority.

As was not felt by the Harbour Master some months ago, Cape D'Aguilar Light was lit for the last time on Saturday, and in future vessels "making" the eastern entrance of the harbour must depend upon Wagon and Cape Collinson lights for their bearings.

It would be interesting to know whether the Sanitary Authorities have insisted on the occupants of the miserable shanties situated near the Public Garden, on the east side of the road leading up to the filter beds on Bowen Road, complying with the sanitary bye-laws, and if not, why not.

FAN-TAN seems to be regaining a footing in the Colony. On Saturday two couples of the houses were raided by the Police, and eight or ten persons out of the forty or fifty inmates of this fascinating game were arrested. At the Magistrate's trial this morning, the masters were fined \$10 each and the spectators 50 cents each. When the sentence was interpreted the defendants they made big smiles and paid up instantly.

TWO sailors belonging to the German mail steamer *Prinz Heinrich* were charged at the Magistrate's trial this morning with unlawfully trespassing within the field works of the Kowloon Dock Forts on Saturday. They admitted being there, and explained that they had left the docks for a stroll, taken the road up the hill, and it was only when stopped that they knew there was a fort near by. Neither of them could read English. They were fined \$5 each, and cautioned.

OUR Shanghai morning contemporary has the following re *Standard's* victory in the Champions:—Upon the receipt of the news at the Shanghai Race Club of *Standard's* victory in the Champions at Hongkong there was an unusually exhilarating scene on Saturday evening, and it was evident that the Shanghai pony's success was a very popular one. A representative of the owners being present the occasion was suitably celebrated, and after three cheers had been given, a telegram was drawn up and despatched to the owners. Several other messages of a like nature were sent off to the owners and jockey by friends.

At a private meeting of the shareholders of the Hongkong Rope Manufacturing Co., Limited, held on Saturday, the recommendation of the General Managers (Messrs Shaw & Co.) to raise the capital of the Company to \$250,000 by adding \$60,000 taken from the profit and loss account and \$190,000 from the reserve fund, was approved. Shareholders will receive new scrip in the proportion of two new shares for three old ones, and out of the balance of \$18,000 remaining in hand a dividend of ten per cent, or \$1 per share, is to be paid. The remuneration of the General Managers was increased, but a proposal to raise the fees of the Consulting Committee did not meet with the support of the meeting.

THE Willard Opera Company will arrive in Hongkong by the *Kaiser-Hind* and open at the Theatre Royal City Hall, on Saturday next, in the world-renowned musical absurdity "Fun on the Bristol." Mr. Pemberton Willard has secured one of the most powerful combinations of artistic talent that has ever visited the Far East. The list of star artists includes Mr. J. F. Shelden, the popular female impersonator and comedian; the charming American soprano, Miss Grace Wakeford; the versatile and attractive Miss Vera Paley; four old friends Courtney, Schmitt and Lowe, and the irrepressible Alf James; three clever Parisian *gaithe* dancers (whom we are told not only "dance," but front and back somersaults) and other old friends and new faces. Their repertoire consists of some of the very latest burlesques and comedies, and as their season is limited to twelve nights only it may be as well to see them before they are as well to see them at once. Seats at Messrs Kelly & Walsh for the sum of twenty-five dollars.

THE NEW Indo-China steamer *Sinsang*, Captain Galloway, arrived here yesterday.

THE steamer *Arona*, which arrived here yesterday from Moll, with coal, rescued three men, out of the crew of four, off a Chinese junk which had been wrecked by a squall off Breaker Point. They were brought here and handed over to the Registrar-General, who will send them to their homes.

ANOTHER most enjoyable smoking concert was given on Saturday evening by the members of the Engineers' Institute at their rooms on the Praya, which was, as usual, well attended by the members and their friends. A very good programme was presented, including songs by Messrs. Gilbert, Main, Murphy, Foxwell, Kington, Crispin, J. B. Duncan, Bridger and others, nearly all of them being most ably accompanied by Mr. Tyndale-Les on the new transposing piano lately added to the property of the Institute for use at these concerts. The proceedings added one more to the long list of pleasant evenings spent in these rooms during the past winter, and as a result of this success, the next concert will be eagerly looked forward to.

A WELL attended meeting of the Orient Mark Masters Lodge No. 483, under English Constitution, was held at the Masonic Hall, Shanghai, on the 24th ultimo, when Wor. Bro. F. M. Gratton was re-elected to the First Chair. The ceremony of installation was duly performed and the officers invested. The following is the complete list of Office Bearers for the current year:—

Worship. Master Wor. Bro. F. M. Gratton, P.M.
J. H. Parker, P.M.
S. Warden L. Moore
J. Warden D. Hay
S. Overseer R. S. Ivy
S. Overseer G. R. Wiggmore
J. Overseer J. C. Hanson
Chaplain C. Thomas
Treasurer G. de Gunzburg
Secretary T. E. Cocker
Reg. of Marks F. L. Crompton
S. Deacon C. C. Sonnet
J. Deacon C. E. V. Blirt
Dir. of Cer. P. A. W. Ottomeler
Organist G. Lanning
E. Guard D. Shellen
S. Guard D. M. Moses
Steward H. R. Parke
Tyler J. Gould

A HEAVY fall of snow occurred in Yokohama on the night of the 19th ulto.

THE piano used at the Ovide Musin concert is supplied by Messrs. Robinson & Co.

THE returns of the number of visitors to the City Hall Museum for the week ended March 1st, are:—Europeans, 212; Chinese, 3,991; total 4,203.

RUMOUR has it, says the *Strait Times*, that the Malay Federation scheme includes a change in the colours of the postage stamps, and it is not improbable that the new tiger's head will disappear for good.

ON Sunday, the 22nd ulto., the leading Chinese residents of Nagasaki gave a big dinner to the chiefs of the Koocho, Police, Customs House and other departments, at the *Kawachi*. Several speakers thanked the guests for the splendid treatment they had received during the late war.

SOME time last year a Committee of the Straits Legislative Council enquired into the grievances of the Subordinate-Service-of-the-Government regarding Exchange Compensation. The Committee reported against granting any compensation, but recommended the reservation of certain appointments for them and the raising in the value of a few chief clerkships. These recommendations, the *Times* is informed, have recently been approved by the Secretary of State for the Colonies.

DEFINITE information was received in Kobe last month, remarks the *Hogo News*, of the appointment of the Suffragan Bishop of Southampton, the Very Rev. W. Awdrey, as Bishop in Japan, to take charge of the work of the C.M.S. and S.E.C. in Kobe and Osaka and the districts. It is expected that the appointee will arrive about Easter and will at once take up his residence in Kobe. Bishop Awdrey was formerly Canon of Chichester, and is exceedingly popular where best known.

ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

Statistics for February, 1896.

	N.H.	N.H.
In-Patients remaining in Hospital on 1st February	17	23
In-Patients admitted to Hospital during February	16	10
Total number treated as In-Patients	33	33
Of these there were:		
Discharged cured	12	8
Discharged relieved	2	3
Discharged on other grounds	2	0
Died in Hospital	0	16
In-Patients remaining in Hospital on 1st March	17	19
Out-Patients, new cases	304	8
Out-Patients, return visits	299	
Total number of Out-Patient visits	603	73

JOHN C. THOMSON, M.D., M.A., Superintendent.

MEMORANDA.

MONDAY, 2nd March.

9 p.m.—Ovide Musin Company's Concert at the Theatre Royal.

9 p.m.—Meeting of Zealand Lodge.

TUESDAY, 3rd March.

9 a.m.—*Prinz Heinrich* leaves for Bremen and ports of call.

WEDNESDAY, 4th March.

9 a.m.—French Mail closes.

4.30 p.m.—Meeting in the City Hall to celebrate the Centenary of the London Missionary Society.

9 p.m.—Ovide Musin Company's Concert at the Theatre Royal.

THURSDAY, 5th March.

Concert at the British Mercantile Marine Officers' Association Rooms, Praya Central.

FRIDAY, 6th March.

Daylight.—*Coffin* leaves for San Francisco, via usual ports of call.

Noon.—Meeting of shareholders of the Hongkong Hotel Co., Ltd., at the Company's Hotel.

SATURDAY, 7th March.

Noon.—Meeting of shareholders of the National Bank of China, Ltd., at the Bank's premises, Queen's Road Central.

3.30 p.m.—Hongkong Volunteers "At Home" at Headquarters.

9.10 p.m.—Willard Opera Co.'s performance at the City Hall.

OVIDE MUSIN CONCERT.

Greeted everywhere in the Far East with unstinted praise, M. Ovide Musin and his talented wife arrived here with the very highest testimonials from every journal in Japan and Shanghai. And certainly no one who attended the concert in the Theatre Royal, under the patronage and in the presence of His Excellency Sir William Robinson, K.C.M.G. on Saturday evening but will agree in saying that too much praise cannot be bestowed upon the gifted maestro and his supporters. He showed a command of his instrument—a genuine "Strad"—which places him in the front rank of violinists of the day. Opening with the "Suite in E" F. Riel, the very first movement showed his mastery of the very poetry of music, and as each succeeding movement was completed, the enthusiastic applause of his hearers increased as the beauty of the performance was more and more clearly shown. On his second appearance, in Leonardi's "Sous le vent de Haydn" the applause was deafening, and an imperative demand for an encore was responded to with a charming serenade by F. Riel. In the second half of the programme his two exquisite pieces—"Prie song from Meiselsinger" and a Mazurka composed by himself, were so greatly enjoyed that again an encore was demanded. Whether it be in the sweet, dreamy rhythm evoked during the pianissimo passages, the exquisite harmonies or the forte passages in pizzicato, the effects were grand and defied description. Nothing but superb playing by a virtuoso could have given such a masterly performance by an artist like M. Musin will convey an adequate idea of his skill and genius.

Madame Musin has a most delightful voice, wonderfully clear and of great compass, and in the opening part, in Proch's "Air with variations" she sang more like a nightingale than a human being. Mr. Scharf proved himself an excellent pianist, and he certainly made a model accompanist. His solos were very fine efforts and were heartily applauded. Madame Musin, accompanied by her husband with violin and concertina, completed what was undoubtedly the greatest musical treat ever given in Hongkong, with Herold's aria from "Pre aux clercs," which will never be forgotten by those who heard it.

Those who were present on Saturday need not pressing to again attend the Musin concert, but to those who were not so fortunate we can only say "Go, and enjoy an exposition of the poetry of music while it is possible." We are not likely to have too many opportunities, as only on eight and on Wednesday and on Saturday, given, though we understand that arrangements are being made to give one performance in the Shamen, Canton, next week.

STARTLING NEWS FROM KIANGYIN.

200 LIVES LOST.

SHANGHAI, February 26th.

We learn from Kiangyin, one of the "keys" to the Yangtze River, some 40 miles above Woonung, under date the 24th February, that the secret societies are at work again. Just before 1 p.m. on Sunday a terrible explosion took place on the left bank of the river. The main powder magazine, which contained a large amount of powder, blew up; it is not known whether the explosion was accidental, but it looks like the latter. The firing was one after the explosion, and the property of one of the captains was stolen. It is reported that two hundred lives were lost, and there are many wounded. The foreigners on the right bank are afraid to cross, as the Anhui soldiers are in a state of mutiny, are holding their General as a prisoner, and intend to kill him. The foreign instructors, when the mutiny breaks out, will move over to the Hunan troops on whom they can rely, and who will not assist the Anhui men.

Our own correspondent writes:—
"Of old a soldier was one who was paid a salary; the Chinese soldier is one who is promised a salary and is expected to be killed and satisfied with the promise. No marvel, then, that great difficulty is being experienced by the rapacious officials in the disbanding of the hasty levies who were to drive the Japanese into the sea. At the place in question has resigned for the past three days, the new levies have taken charge of the officials, and everything else they could lay their hands on, and proceeded to say what they would and what they would not do. This was brought about by orders having been received from the high authorities to disband a camp that has been stationed here a number of years."

As usual in almost all affairs, governmental or private, the whole plan had leaked out before the General could have matured his plans enough to act, so that the levies were ready the soldiers had also matured their plans and refused to obey. They are largely Hupha men, and refused to be disbanded here, as was attempted. Further grievances were found in that the General was not paying what he had been ordered to pay the men. Possession was quickly taken of the General's quarters, and his furniture went the way such articles usually go in a Chinese braw. Afraid to vent their anger on the real offenders, the levies, who they might do with their enemies were they so inclined, by breaking the furniture to pieces.

In the excitement of the above heroic action the whereabouts of the General himself had been neglected, so that gallant leader left off the fighting, thus being freer for the running away, and showed remarkable alacrity for one so corpulent as the General is known to be. Finding that the levies had taken the little ones were made to suffer and the levies were a captain had his arm cut off and died soon after from loss of blood. This was Friday last—the 20th. Yesterday (Sunday) a rush was made by the soldiers, so it is reported, on the magazines of the camp. Here such strenuous efforts were made, and such really heroic measures used that the soldiers were completely subdued. For the magazines were fired, more than two hundred were killed, and a great number wounded. So terrific was the explosion that houses were shaken two miles away. The affair has not yet been settled, but is looked on with perfect indifference by the natives of the city, since the fight is in the camp and does not concern them. The intervention of the "Dragon Eye" (Literary Chancelor) has been asked, but in spite of his high rank, his known corruption is so great that it is doubtful if he will be able to pacify the disturbed elements.

EXCHANGE QUESTIONS.

The variations of the exchange have been so continuous and often so rapid that the natives have become much perplexed, the lowest figure being 850 cash per dollar. Up to the 1st of November last almost all prices in the stores were given in dollars and cents; now prices are given wholly in cash. Apropos of dollars the new Hupha coin has made its advent, but the natives seem to be quite proud of it, and will they might be when compared with the ugly Mexican.

THE PEOPLE TRAVEL.—
The people here continue to be remarkably friendly to the missionaries, and much work is going forward in a most successful manner.—N. G. Daily News.

RAILWAYS IN CHINA.

THE LATEST CHINESE MEMORIAL.

The following is the *Shanghai Mercury's* literal translation of the latest Chinese memorial on railways. We give it *in extenso* as it will doubtless greatly interest the vast majority of our readers:—

"Since England first introduced Railways in her country, her example was followed by various foreign countries, having all benefited greatly by their venture. Last year, during the war, the Tientsin Railway proved of great advantage in conveying troops, arms, ammunition and provisions. At the conclusion of the war with Japan, we were convulsed of your anxiety to make improvements throughout the Chinese Empire, and especially to introduce a better organisation of military and naval systems, and also to increase the trade and wealth of the empire. We, who are anxious to promote the interests of the country, await the time when success will welcome us. Most of the railways in foreign countries were constructed through merchants' capital and protected by their governments. If the Peking and Tientsin Railway is to be constructed with merchants' capital, there are seven advantages to be derived therefrom:—

FIRST.—That the government may save a great sum of money out of the cost of construction.

SECOND.—That if no officials interfere with the construction and management of the railway, the work will be more quickly done.

THIRD.—That when a railway is built and the profit realised, and it is made known to the merchants who are ignorant of the advantages gained by this enterprise, they may build another railway connecting with other towns and cities of the Empire. And thus there will be an ever-increasing demand for railways all over China.

FOURTH.—That the government money will not be wasted and the benefits to the people will not be appropriated.

FIFTH.—That if the railway is constructed by merchants' capital it will prevent the government from taking any loan from foreigners, at a high rate of interest.

SIXTH.—That if the profits are to be shared by the merchants they will pay greater attention to the interest of the railway.

SEVENTH.—That if more railways prevail in China, there will be more revenue.

There are seven advantages are necessary to ensure success to the enterprise. Peking is the most important part of the Chinese Empire, and it should be most carefully guarded. In this great scheme, contrary to expectation, the trade of Peking is decreasing yearly and is monopolised by the Treaty ports, viz., Tientsin and Shanghai. If the railway extends from Peking in various directions, connecting with the interior cities and Treaty ports, it will greatly facilitate the conveyance of freight, etc. From the west Peking can obtain coal from the east provinces. The railway extending south will increase the trade of Hankow and Shanghai and other Treaty ports. The railway extending to the north is exceedingly important for reinforcing troops in Liaoting and Shenyang, the two fortified cities. If we have railways in time of war, we can be sure of victory. Now we hear that the construction of the Peking and Tientsin Railway has not yet begun owing to three reasons. Some suppose that it should be built with government capital, while others are in favour of merchants' capital; the third reason is that it should be paid for by the bonds of foreigners. According to our opinion, the construction with government capital is the best way, but as the government is not possessed of great wealth it is best after all that the merchants should have the matter in their hands. As to handling over the responsibility of building railways in China to foreigners that is still worse, as the foreigners care nothing for the progress of China and only act as will promote their own interests. Should we make a loan from foreigners, they will gradually seek to enlarge their settlements and such like demands, and we think that any loan from foreigners is undesirable, as it will only do harm to the country. Our opinion may be humble, but we think, to the interest of the nation, that the construction of the railway should be consigned to the merchants alone. At present the weakness of China is known throughout the world and by its own people, and if the people of China are anxious to make her a strong nation, every one should be a soldier of the nation. With reference to the Imperial Edict issued on the 17th of the month in which the war was concluded, announcing the disgraceful results of the war and the warning given to officials regarding the future, it is still in the mind of our people. Such requirements as to keep a standing army and to increase the revenue of the Railways. According to our former proposal, at a distance of every 10 miles a station should be established by a chief overseer, at a distance of every five miles a station should be stationed and at every 10 miles a battalion of troops for protection. At every five miles a station should be kept and at every hundred miles a commander will be appointed who will have full authority over all ranks.

In time of peace these guards will be used as policemen, to prevent robbery and theft, and during war as combatants. People might be of opinion that the railway should be constructed by the camel and sea drivers will be deprived of their living, but as a matter of fact they will make more money when railways exist than they do now. It is known that they generally make very little money in carrying cargoes from place to place on a few days' journey, whereas, if railways are built they will depend upon the arrival of the trains, which will be at least twice a day. If the construction of the Peking and Tientsin Railway is given to the Chinese merchants and the result of the construction is profitable, other parts of China will doubtless follow in our steps, and the era of railways will gradually manifest itself over the whole of the country. With our numerous peoples the work of building railways will be no difficult, and China's weakness will be turned into strength. Our idea at present is that, though China has few soldiers, yet with railways the can be protected. Without railways, however many the soldiers and great the stores of provisions, she will be unable to defend her enemies. As the construction of railways is so important we have not dared to monopolise the whole of the undertaking ourselves, and have, therefore, got together shareholders (a syndicate) to raise enough capital for the enterprise.

Hoping that your Majesty will look into the above statement and grant us a favourable answer.

Your humble petitioners subscribe themselves:—

LI SURG-LING, LI YUN.

HAN LIANG-TUNG, SHIH YUNG, WANG KAI, LI YI.

THE VENEZUELA DIFFICULTY.

The Venezuelan "Yellow Book" on the frontier dispute with British Guiana, contains the following letter addressed to Pope Leo XIII. by President Crespo at the beginning of last year:—

"Most Holy Father,
"When in June of last year, through the intervention of His Excellency Mgr. Tonl, the diplomatic representative of the Holy See in this Republic, and by means of a special communication directed by my orders to His Eminence Cardinal Rampolla, I prayed for the intervention of your Holiness to obtain the consent of England to a transaction proposed shortly before by the Government of Venezuela for the final settlement of her boundaries towards the Colony of Demetera, I was entirely convinced that the good will of your Holiness would express itself in the same certain and decided manner in which it has always been displayed whenever there has been question of measures tending to the welfare of nations and the peace of the world. The event has confirmed my convictions in an eloquent manner; and although the extremely valuable negotiations undertaken by command of your Holiness have, on account of special circumstances, not succeeded in obtaining a result adequate to the loftiness of thought which inspired them, yet the Republic and its Government cannot fail to estimate at their true value the steps taken by the Holy See in this delicate question, and its bound to so hold and esteem them as if their effects had been those which your Holiness anticipated and the Republic desired.

As an indication of my warmest thanks for so signal a favour, I address the present letter to your Holiness, whilst at the same time imploring you to grant me the Apostolic Benediction and expressing the earnest hope that it may please Heaven to preserve your precious life for many years to the greater glory of the Papacy."

THE BRITISH EMPIRE LEAGUE.

EDINBURGH, January 26th.

Out of the ruins of the Imperial Federation League has arisen a new organization called the British Empire League, which held its inaugural meeting in London yesterday. The object of the new league, of which the Duke of Devonshire is president, is to promote the permanent unity of the Empire. The dissolution of one of the great empires and the formation of another with a different and more practical value than the late Imperial Federation League, in the opinion of those interested in the two associations, the differences of opinion of a minor character among the members of its Council, and many of its members were among those who met yesterday to inaugurate this new League. Yet although the foundation of an organization with a new title may not indicate any very grave change of policy, it may be admitted that the change is of importance, and that, under present circumstances, a League such as has now been formed is more likely to be of practical value than the late Imperial Federation League. Imperial Federation is a far-off political ideal, which none has very clearly realized to himself, and which, unfortunately, can hardly arouse much popular enthusiasm. It may be hoped and believed that it is the end to which the development of the Empire is at present tending, but as yet it is far off, and it is difficult to take any practical steps with the direct intention of bringing it about. Yet, without considering that a common legal and constitutional questions involved in Imperial Federation, there are many practical questions which are of the utmost immediate importance, and which, if properly dealt with, will make it the easier to solve the difficult constitutional problems of Imperial Federation when the time does come to deal with them. It is to such questions that the attention of the new League will be chiefly directed, and they afford an ample field for useful activity. Periodical meetings of representatives from all parts of the world are to be held for the discussion of matters of general commercial interest with the view of promoting trade between the Colonies, India, and the United Kingdom. Other ends which the association will hold in view are the furtherance of closer intercourse between the different portions of the Empire, the development of the Empire in all its parts, the Empire may share in the general defence, and the assimilation of laws relating to copyright, patents, legitimacy, and bankruptcy throughout the Empire.

Thus stated, the objects of the League should meet with general approval. We have learned of late that we are, to a certain extent, isolated among the nations. Yet, as Sir John Lubbock put it at yesterday's meeting, it is absurd to speak of thirty millions of men as being isolated. They can hear each other as well as being isolated, and one another. But we should remember that this great power is founded on the goodwill of those who contribute to it. Our great Empire was not, like the empire of Rome, founded on conquest directed from a centre, nor is it kept together by a ruling despotism. It has in the main been formed by the free and independent action of those who have left our shores to seek their fortune abroad, and on their continued goodwill is it founded. Anything that may tend to promote this goodwill should be welcomed as a means of adding to its strength. Much can be done in this direction by promoting commerce within our Empire. Fair-traders who have abandoned as hopeless the application of their dogmas to this island may dream of a day when the British Empire, spreading over all the earth and providing within its limits all that the heart of man can desire, may be sufficient for itself and protect itself by its strength against the outside world. The prospect is at first sight enticing. Protection on such a large scale lessens half its viciousness, and its fallacies are less apparent. But the effect is merely an illusion. The larger and more varied the endowments of the area to which a policy of protection is applied, the more does that policy resemble the "Free Trade." The British Empire by a system of tariff protection itself against the world, it would not suffer so much as would the United Kingdom were it to adopt a similar policy. But it would suffer to a certain extent, and, therefore, although every effort should be made to promote commerce between the different parts of the Empire, protection cannot stand on the principle of Free Trade. Without infringing this condition, there is ample scope for the operation of the League, and there are other means of promoting friendly relations between the component parts of the Empire which deserve the attention of the League. They begin their labours under favourable auspices. A wave of patriotism has flowed throughout the length and breadth of the Empire, and emboldened upon this favourable current they may, if they adhere to their programme, do much to promote the unity and welfare of our Empire. This good work may prove to be the foundation of Imperial Federation.—The *Standard*.

ROYAL HONGKONG YACHT CLUB.

THE RACE FOR THE COMMODORE'S CUP.

Yesterday was the day fixed for this annual event, and, as has so often been the case, it was an almost ideal day for testing the skill of the sailing masters and the best qualities of the boats. The race was run over the course known as No. 27, and with the stiff N.E. breeze blowing it proved a splendid contest.

The boats were handicapped as follows:—

Boat	Handicap
<i>Arrow</i> (scratch)	0 min.
<i>Princess</i>	5 min.
<i>Delphin</i>	10 min.
<i>Princess</i>	15 min.
<i>Princess</i>	20 min.
<i>Princess</i>	25 min.
<i>Princess</i>	30 min.
<i>Princess</i>	35 min.
<i>Princess</i>	40 min.
<i>Princess</i>	45 min.
<i>Princess</i>	50 min.
<i>Princess</i>	55 min.
<i>Princess</i>	1 hr.
<i>Princess</i>	1 hr. 5 min.
<i>Princess</i>	1 hr. 10 min.
<i>Princess</i>	1 hr. 15 min.
<i>Princess</i>	1 hr. 20 min.
<i>Princess</i>	1 hr. 25 min.
<i>Princess</i>	1 hr. 30 min.
<i>Princess</i>	1 hr. 35 min.
<i>Princess</i>	1 hr. 40 min.
<i>Princess</i>	1 hr. 45 min.
<i>Princess</i>	1 hr. 50 min.
<i>Princess</i>	1 hr. 55 min.
<i>Princess</i>	2 hr.
<i>Princess</i>	2 hr. 5 min.
<i>Princess</i>	2 hr. 10 min.
<i>Princess</i>	2 hr. 15 min.
<i>Princess</i>	2 hr. 20 min.
<i>Princess</i>	2 hr. 25 min.
<i>Princess</i>	2 hr. 30 min.
<i>Princess</i>	2 hr. 35 min.
<i>Princess</i>	2 hr. 40 min.
<i>Princess</i>	2 hr. 45 min.
<i>Princess</i>	2 hr. 50 min.
<i>Princess</i>	2 hr. 55 min.
<i>Princess</i>	3 hr.
<i>Princess</i>	3 hr. 5 min.
<i>Princess</i>	3 hr. 10 min.
<i>Princess</i>	3 hr. 15 min.
<i>Princess</i>	3 hr. 20 min.

Intimations.

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
 FOR ALL
 BILIOUS AND NERVOUS DISORDERS
 SUCH AS
 SICK HEADACHE, CONSTIPATION,
 IMPAIRED DIGESTION,
 DISORDERED LIVER,
 AND FEMALE AILMENTS,
 ANNUAL SALE SIX MILLION BOXES.

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 THOMAS BEECHAM, St. Helena, Lancashire.

SOLE AGENTS FOR HONGKONG and the
 EMPIRE OF CHINA:—
WATKINS & CO.,
 APOTHECARIES' HALL, 66, Queen's Road Central,
 HONGKONG. [56]

MR. CHADWICK KEW,
 (LATE OF POATE & NOBLE)

HAS OPENED his Dental Rooms at No.
 62, QUEEN'S ROAD CENTRAL, a few
 doors from Messrs. GAUD & Co.
 Teeth filled permanently, from \$1.00 upward.
 CROWN and BRIDGEWORK inserted and TEETH
 EXTRACTED.

PLATES A SPECIALITY.
 Hongkong, 7th June, 1895. [45]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
 obtained by the Water Boats; as FOUL
 WATER is the cause of much sickness on
 board ship.

We are the only Water-Boat Company in
 Hongkong exclusively supplying FILTERED
 WATER.
 Call Flaz "W."
 J. W. KEW & Co.,
 STEAM WATER-BEAT CO.,
 18, Praya Central.
 Hongkong, 7th October, 1895. [46]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
 FOR SANDAKAN AND KUDAT.
 THE Steamship

"CENTAUR,"
 Captain Williams, will be despatched on
 TUESDAY, the 5th March.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 24th February, 1896. [386]

AUSTRIAN LLOYD'S STEAM NAVIGATION
 COMPANY.
 (UNDER MAIL CONTRACT WITH THE AUSTRIAN
 GOVERNMENT.)

STEAM FOR
 SINGAPORE, PENANG, COLOMBO,
 BOMBAY, KURRACHEE, ADEN, SUEZ,
 PORT SAID, BRINDISI, VENICE,
 TRIESTE.
 (Taking Cargo at through rates to CALCUTTA,
 MADRAS, PERSIAN GULF, RED SEA, BLACK
 SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"MARIA TERESA,"
 Captain V. G. Hermann, will be despatched as
 above on or about SATURDAY, the 7th March.
 Cargo will not be received on board after 3
 P.M. prior to date of sailing.
 For further information as to Passage and
 Freight, apply to
 SANDER & Co.,
 Agents.
 Hongkong, 29th February, 1896. [281]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
 THE Steamship
 "CARMARTHENSIRE,"
 Captain E. S. ... will be despatched as above
 on or about SATURDAY, the 7th March.
 For Freight or Passage, apply to
 DODWELL, CARLILL & Co.,
 Agents.
 Hongkong, 29th February, 1896. [426]

OREGON RAILWAY AND NAVIGATION
 COMPANY'S PACIFIC
 STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
 (Subject to Alteration.)

Chittagong, ... [Saturday] ... 14th March.
 TAKING PASSENGERS AND CARGO FOR UNITED
 STATES AND CANADA AT THROUGH RATES.

THE Steamship
 "CHITTAGONG,"
 will be despatched hence for HONOLULU,
 VICTORIA, B.C., and PORTLAND, OREGON,
 via KOBE and YOKOHAMA, on SATUR-
 DAY, the 14th March.
 Consular Invoices of Goods for United States
 Points should be in QUADRUPPLICATE; and one
 Copy must be sent forward by the Steamer to
 the care of the GENERAL FREIGHT AGENT,
 Oregon Railway and Navigation Co., Portland,
 Oregon.
 For further information as to Passage and
 Freight, apply to
 SHEWAN & Co.,
 Agents.
 Hongkong, 25th February, 1896. [407]

JAVA, CHINA JAPAN LINE OF
 STEAMERS.

UNDER MANAGEMENT OF THE
 ROYAL PACKET NAVIGATION COMPANY
 OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
 (Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,
 AMOY, HONGKONG, SINGAPORE,
 JAVA.

FROM HONGKONG.

S.S. Germania, ... To JAVA, ... March.
 S.S. Cassini, ... To JAVA, ... April.
 S.S. Paduan, ... To JAVA, ... May.
 S.S. Paduan, ... To JAPAN, ... April.
 S.S. Germania, ... To JAPAN, ... May.
 S.S. Cassini, ... To JAPAN, ... June.

General Agents for China & Japan,
 LAUTS, WEGENER & Co.,
 Hongkong, 24th February, 1896. [491]

Intimations.

THE
 UNANIMOUS OPINION
 Of all who consider the question is given in favour of
BOVRIL
 THE GUARANTEED PRODUCT OF PRIME OX BEEF.

50 TIMES MORE NOURISHING THAN MEAT EXTRACT OR BEEF TEA
 HOME MADE OR OTHERWISE.

SOLE AGENTS:—

WATKINS & CO.,
 APOTHECARIES' HALL, 66, Queen's Road Central.
 Hongkong, 21st Feb. 1896. [52]

\$1,000 ONE THOUSAND DOLLARS. \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
 BY SUBSCRIBING
 TO
 "THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
 THE SUM OF

\$1,000 MEXICAN,

to the legal representatives of the European holder of this COUPON in the event of his death by
 Accident on or before the 31st March 1896 while on land within the confines of HONGKONG
 or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that
 the Name and Address of the said holder appears to the List of European Subscribers to the
 "HONGKONG TELEGRAPH."

as furnished to the Company for the Three Months ending 31st March 1896; that the
 premium thereon has been duly paid; that death takes place within One Month from the
 occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
 days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
 will be paid in respect of any one death.

This premium is paid quarterly in advance by
 the Proprietors of the Hongkong Telegraph.

Hongkong, 1st January, 1896.

J. Y. V. VERNON,
 AGENT. [50]

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
 LIMITED. CAPITAL, £80,000.
 16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
 FOR THE PRODUCTION OF
COLD AND ICE
 A. 1, to Messrs. DODWELL, CARLILL & Co.
 Agents for Messrs. P. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

FOR YOKOHAMA AND KOBE.
 THE Steamship

"KRIEMHILD,"
 Captain Th. Forch, will be despatched for the
 above Ports TO-MORROW, the 3rd March, at
 6 P.M.
 This Steamer has Super Accommodation
 for First and Second Class Passengers and
 carries a Doctor and a Steward.
 For Freight or Passage, apply to
 SIEMSEN & Co.,
 Agents.
 Hongkong, 29th February, 1896. [425]

OCEAN STEAMSHIP COMPANY,
 FOR LONDON, VIA SUEZ CANAL.

THE Steamship
 "DIOMED,"
 Captain B. ... will be despatched as above
 on THURSDAY, the 5th March.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 19th February, 1896. [316]

NAVIGAZIONE GENERALE ITALIANA,
 (FLORENCE & RIVATTINO UNITED COMPANIES.)

STEAM FOR
 SINGAPORE, PENANG AND BOMBAY.
 Having connection with Company's Mail
 Steamers to ADEN, SUEZ, PORT SAID,
 MESSINA, NAPLES, LEGHORN and
 GENOA.

VENICE and TRIESTE, all MEDITERRA-
 NEAN, ADRIATIC, LEVANTINE and
 SOUTH AMERICAN PORTS up to
 CALLAO.

Taking Cargo at through rates to PERSIAN
 GULF and BAGDAD.

BARCELONA, VALENZA ALICANTE,
 ALMERIA and MALAGA.

THE Steamship
 "LETIMERO,"
 Captain I. Marco, will be despatched as above
 on THURSDAY, the 5th March, at Noon.
 At BOMBAY the Steamers are discharging in
 VICTORIA DOCK.
 For Further Particulars regarding Freight and
 Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 28th February, 1896. [415]

FOR NEW YORK, VIA SUEZ CANAL.
 (Following the S.S. Falgout Hall.)

THE Steamship
 "QUEEN OLGA,"
 Captain Hart, will be despatched for the above
 Port on or about 15th March.
 For Freight, apply to
 SHEWAN & Co.,
 Agents.
 Hongkong, 25th February, 1896. [408]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
 "GHAZER,"
 will be despatched for the above Port on or about
 the 15th March.
 For Freight or Passage, apply to
 DODWELL, CARLILL & Co.,
 Agents.
 Hongkong, 19th February, 1896. [419]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
 LIMITED.

FOR TIENTSIN.
 THE Steamship

"KWEIYANG,"
 Captain Dawson, will be despatched TO-
 MORROW, the 3rd March.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 21st February, 1896. [375]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
 "GLENFRUIN,"
 Captain Duke, R.N.R., will be despatched as
 above on or about TUESDAY, the 3rd March.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 22nd February, 1896. [382]

OCEAN STEAMSHIP COMPANY,
 FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"
 Captain Hannah, will be despatched as above
 on SATURDAY, the 14th March.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 25th February, 1896. [356]

SAILING VESSELS.

FOR SAN FRANCISCO.
 THE 100 A. I. British Ship

"BRODICK CASTLE,"
 Ferguson, Master, will leave for the above Port,
 and will have quick despatch.
 For Freight, apply to
 SHEWAN & Co.,
 Agents.
 Hongkong, 15th December, 1895. [1692]

FOR SAN FRANCISCO.
 THE 100 A. I. British Ship

"QUEEN ELIZABETH,"
 Fulton, Master, will leave for the above Port,
 and will have quick despatch.
 For Freight, apply to
 SHEWAN & Co.,
 Agents.
 Hongkong, 18th February, 1896. [356]

FOR NEW YORK.

THE 100 A. I. German Turque

"CERASTER,"
 A. Peters, Master, will leave as above on or
 about the 20th March, 1896.
 For Freight, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 12th February, 1896. [522]

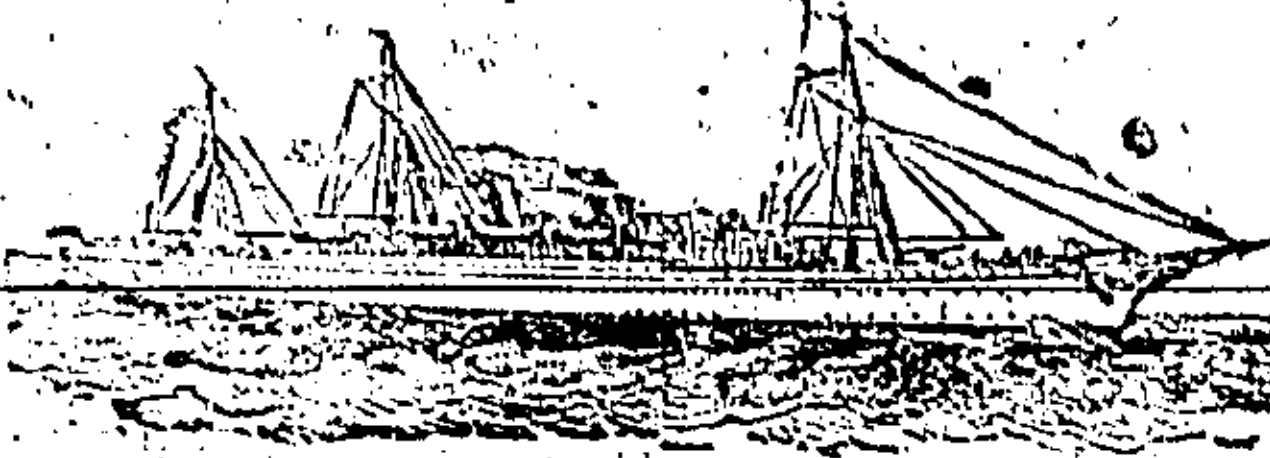
FOR NEW YORK.

THE 100 A. I. American Iron Ship
 "T. F. OAKS,"
 E. W. Reed, Master, is expected from the
 North, will leave here for the above Port, and
 will have quick despatch.
 For Freight, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 27th February, 1896. [418]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
 ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 18th March.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 8th April.
 EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 29th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
 JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL
 TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
 made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
 passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
 tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
 Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
 Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,
 via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 6 months,
 \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS,
 (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
 (the Company having received the highest award for same at recent Chicago World's Exhibition)
 and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
 Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
 the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to—

D. E. BROWN, General Agent,
 Pedder's Street. [3]

Hongkong, 19th February, 1896.

OCCIDENTAL & ORIENTAL
 STEAMSHIP
 COMPANY.

TAKING CARGO AND PASSENGERS TO
 JAPAN, THE UNITED STATES,
 MEXICO,
 CENTRAL AND SOUTH AMERICA, AND
 EUROPE.

THE OVERLAND RAILWAYS,
 AND
 ATLANTIC AND OTHER CONNECTING
 STEAMERS.

VIA INLAND SEA OF JAPAN AND
 HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Friday, 6th March, at Daylight.
 Galle (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, 21st March, at Noon, 1896.
 Balise (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Wednesday, 8th April, at Noon.

THE Company's Steamship

"COPTIC,"
 will be despatched for SAN FRANCISCO, via
 NAGASAKI, KOBE, INLAND SEA and
 YOKOHAMA, on FRIDAY, the 6th March,
 1896, at Daylight. Connection being made at
 Yokohama with Steamers from Shanghai.

Steamers of this line pass through the IN-
 LAND SEA OF JAPAN, and call at Honolulu
 and passengers are allowed to break their
 journey at any point en route.

Through Passage Tickets granted to England,
 France and Germany by all trans-Atlantic lines
 of Steamers, and to the principal cities of the
 United States or Canada. Rates, and particu-
 lars of the various Routes may be obtained
 upon application.

Special rates (first-class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic and Civil Services, to European
 Officials in service of China and Japan, and to
 Government officials and their families.

Passengers who have paid full fare, re-embark-
 ing at San Francisco for China or Japan (or vice
 versa) within one year, will be allowed a dis-
 count of 10 per cent. This allowance does not
 apply to through fares for China and Japan
 to Europe.

All PARCEL PACKAGES should be marked to
 address in full; and same will be received at
 the Company's Office until Five P.M. the day
 previous to sailing.

Consular Invoices to accompany Cargo des-
 tined to Points beyond San Francisco, in the
 United States, should be sent to the Company's
 Offices, addressed to the Collector of Customs,
 San Francisco.

For further information as to Freight or
 Passage, apply to the Agency of the Company,
 No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd March 1896. [2]

NOTICE.

THE BEST PREVENTIVE OF ALL
 INFECTIOUS DISEASES.

JEYES FLUID
 THE BEST
 DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
 ITS USE.

W. G. HUMPHREYS & Co.,
 Bank Buildings.
 Hongkong, 2nd March, 1896. [6]

Mails.

NORDEUTSCHER LLOYD.
 NOTICE.

STEAM FOR
 SINGAPORE, COLOMBO, ADEN, SUEZ,
 PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN AND HAMBURG,
 PORTS IN THE LEVANT,
 BLACK SEA AND BALTIC PORTS:

ALSO
 LONDON, NEW-YORK, BOSTON,
 BALTIMORE, NEW ORLEANS,
 GALVESTON, AND SOUTH AMERICAN
 PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
 SOUTHAMPTON
 TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
 BILLS OF LADING FOR THE PRINCIPAL
 PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ... Tuesday ... 3rd March.
 Prussia ... Tuesday ... 31st March.
 Sachsen ... Tuesday ... 28th April.
 Karlsruhe ... Tuesday ... 26th May.
 Prinz Heinrich ... Tuesday ... 23rd June.

ON TUESDAY, the 3rd day of March
 1896, at 9 A.M., the Company's Steamship
 "PRINZ HEINRICH," Captain W. Schmölder,
 with MAILED PASSENGERS, SPECIE
 AND CARGO, will leave this Port as above, calling at
 NAPLES and GENOA.

Shipping Orders will be granted till NOON on
 SATURDAY, the 29th Feb. Cargo and Specie
 will be received on board until 5 P.M. on MONDAY
 the 2nd March, and Parcels will be received at
 the Agency's Office until NOON on MONDAY, the
 2nd March. Contents of Packages are required.
 No Parcel Receipts will be signed for less than
 \$2.50 and Parcels should not exceed Two Feet
 Cubic in Measurement.

The Steamer has splendid Accommodation
 and carries a Doctor and a Stewardess.
 Licen can be washed on board.
 For further Particulars, apply to
 MELCHERS & Co.,
 Agents.

Hongkong, 6th February, 1896. [372]

NORTHERN PACIFIC
 STEAMSHIP AND RAILROAD
 COMPANIES.

VIA INLAND SEA OF JAPAN.
 THE attention of Passengers is directed to
 the very cheap rates offered by this Line
 to the PACIFIC COAST and to the INTERIOR
 and EASTERN CITIES of the UNITED STATES
 AND CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
 Excellent accommodation. First-class Table.
 Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.
 The Railroad travelling is second to none on
 the American Continent. Magnificent Scenery
 of the ROCKY and CASCADE MOUNTAINS. The
 YELLOWSTONE NATIONAL PARK route. Passen-
 gers to EUROPE may proceed by one of the first
 class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Govern-
 ment Services.

PROPOSED SAILINGS FROM
 HONGKONG.

(SUBJECT TO ALTERATION.)

Hankow ... 3,594 | Tuesday ... 1st Mar. 1896.
 Tacoma ... 2,549 | Tuesday ... 1st April.
 Victoria ... 3,167 | Tuesday ... 1st May.

THE Steamship

"HANKOW,"
 Captain W. S. Orr, sailing at Noon, on
 TUESDAY, the 10th March, will proceed to
 VICTORIA, B.C., and TACOMA, Wash., via
 SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,
 Pacific Coast Points, and to Canadian and
 United States Points.

Consular Invoices of Goods for United States
 Points should be in quadruplicate; and one
 copy must be sent forward by the steamer to
 the care of the Freight Agent, Northern Pacific
 Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
 marked in full) by 5 P.M. on the day previous to
 sailing.
 For further information as to Passage or
 Freight, apply to
 DODWELL, CARLILL & Co.,
 General Agents.
 Hongkong, 10th February, 1896. [4]

RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM
 BREMEN, MIDDLESBRO, ANTWERP
 AND HAMBURG,
 VIA SUEZ CANAL TO
 PENANG, SINGAPORE, HONGKONG,
 SHANGHAI, HIOGO AND YOKOHAMA.

FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT
 STEAMERS OF THE RICKMERS
 RICKMILLING, SHIPWINGING AND
 SHIPBUILDING COMPANY OF BREMEN.<